



Aéro Club du Dauphiné
Aviation English Master Class
Session 6

James Crowley

<http://crowley-coutaz.fr/jlc/FCL055>

Session Planning (*aspirational*)



- 20 October The FCL055 Rating, Course structure, Presentation of Participants, Information Resources, Sample Practice Flight
 - 27 October Form Flight Crews, ATC Overview, Numbers, ATIS Structure, Sample Flight Briefing.
 - 3 November Complete Flight Crews, Flight Briefings Crews 1, 2, 3, 6
 - 10 November Flight Briefings Crews 4, 5, 7, Taxi Clearances
 - 17 November Aviation Terminology, Departure Clearances, Sample Departure Script
 - 24 November Practice Scripts for Startup, Taxi and Departure (all crews).**
 - 1 December Flying the Pattern, Sample Script.
 - 8 December Pattern Practice.
 - 15 December Enroute and Arrival, Flight Plans, Sample Enroute scripts
 - 22 December Practice Enroute and Arrival Scripts
 - 29 December Practice Enroute and Arrival Scripts, Inflight Emergencies,
 - 05 January Inflight Emergencies, FCL 055 VFR test preparation.
- (22 and 29 December sessions may be rescheduled to early January).

Frequencies: Decimal vs Point

121.0 “one two one decimal zero”

In Europe (ICAO) we say “Decimal”. In the US (FAA) we say “point”.

From the US FAA-AIM: When a radio frequency contains a decimal point, the decimal point is spoken as “POINT.” ...ICAO procedures require the decimal point be spoken as “DECIMAL.” The FAA will honor such usage by military aircraft and all other aircraft required to use ICAO procedures.

Exact Read-back of “Clear to Land” and “Clear to Take-Off” ?

From Albert Scius: I have asked question to my certifying body and this is the final answer

From **SERA.8015 Air Traffic Control clearances**

(1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:

- (i) ATC route clearances; (as used in flight plans)
- (ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and
- (iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and
- (iv) Transition levels, whether issued by the controller or contained in ATIS broadcasts.

(2) Other clearances or instructions, including conditional clearances and taxi instructions, **shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.**

(3) The controller shall listen to the read-back to ascertain that the clearance or instruction has been correctly acknowledged by the flight crew and shall take immediate action to correct any discrepancies revealed by the read-back.

Exact Read-back of “Clear to Land” and “Clear to Take-Off”

The FCL 055 VFR exam and rating are based on the EASA/ICAO standards.

These standards authorize the use of "Clear to take off" or "Clear to land" by the pilot.
(SERA 8015, NPA 2021-05; CRD 2021-05; SERA 14035; decision 2022-020-r)

Knowledge of operational procedures is not tested in FCL055 language tests.

What is evaluated is the ability to have a clear communication between the Pilot and the Controller.

In summary: During the FCL 055 Test if the words 'clear to land' or 'clear to take off ' are used during the test this is not consider as a fault. If the read back of a take off or land clearance includes words such as "Landing ... or "Taking off..." this will not be consider as a fault either and will not impact the rating.

The recommendation of my certifying body is to keep things simple so everybody can understand who is authorized to do what.

Unattended Aerodrome Phraseology

“the Four Ws”:

[**Who** you're talking to], [**Who** you are], [**Where** you are], [**What** you want].

End the message by repeating the aerodrom name.

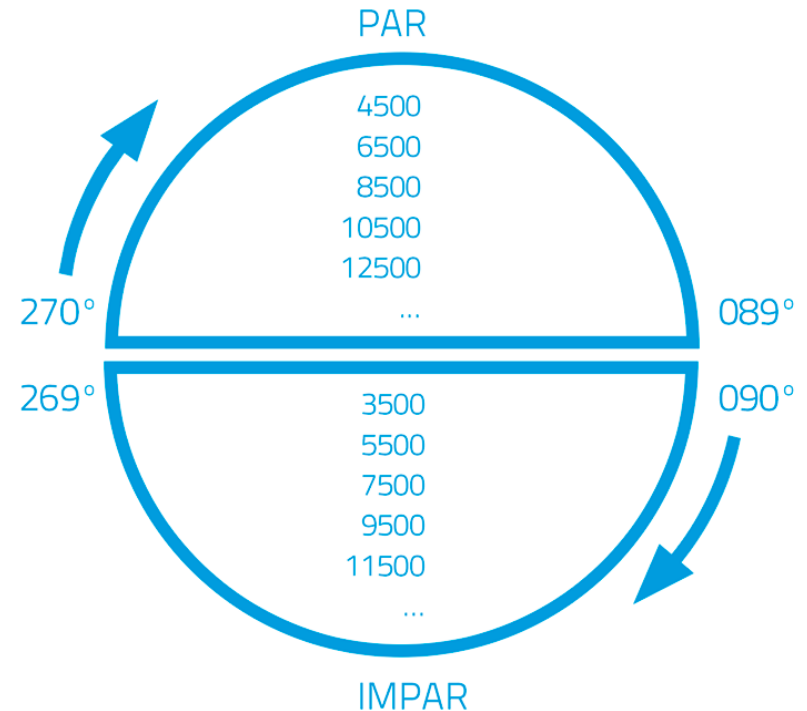
[Airport Name] Traffic, [Aircraft type and/or call sign], [Position and/or Intentions]. [Airport Name].

Pilot: Saint Rambert Traffic, Pilatus F-AZCC on the apron for departure to Torino Aeritalia, taxiing to Holding point Runway 01 Right, Saint Rambert.

Even/Odd Altitudes in Spain

This information is part of the VFR official guide edited by the spanish aeronautical organization.

The Enaire company is " a public business entity dependent on the Ministry of Transport and Sustainable Mobility" which makes it a defacto standard



See Spain VFR flight guide at:
https://guiavfr.enaire.es/contenido_GuiaVFR/LE_guiavFR_GEN.html

Today's Exercise

Prepare

- 1) A presentation of the departure airfield (parking, taxiways, runways, etc)
- 2) A script for the VFR departure phraseology for your trip.

We will practice departure airfield briefings and then VFR departure scripts.

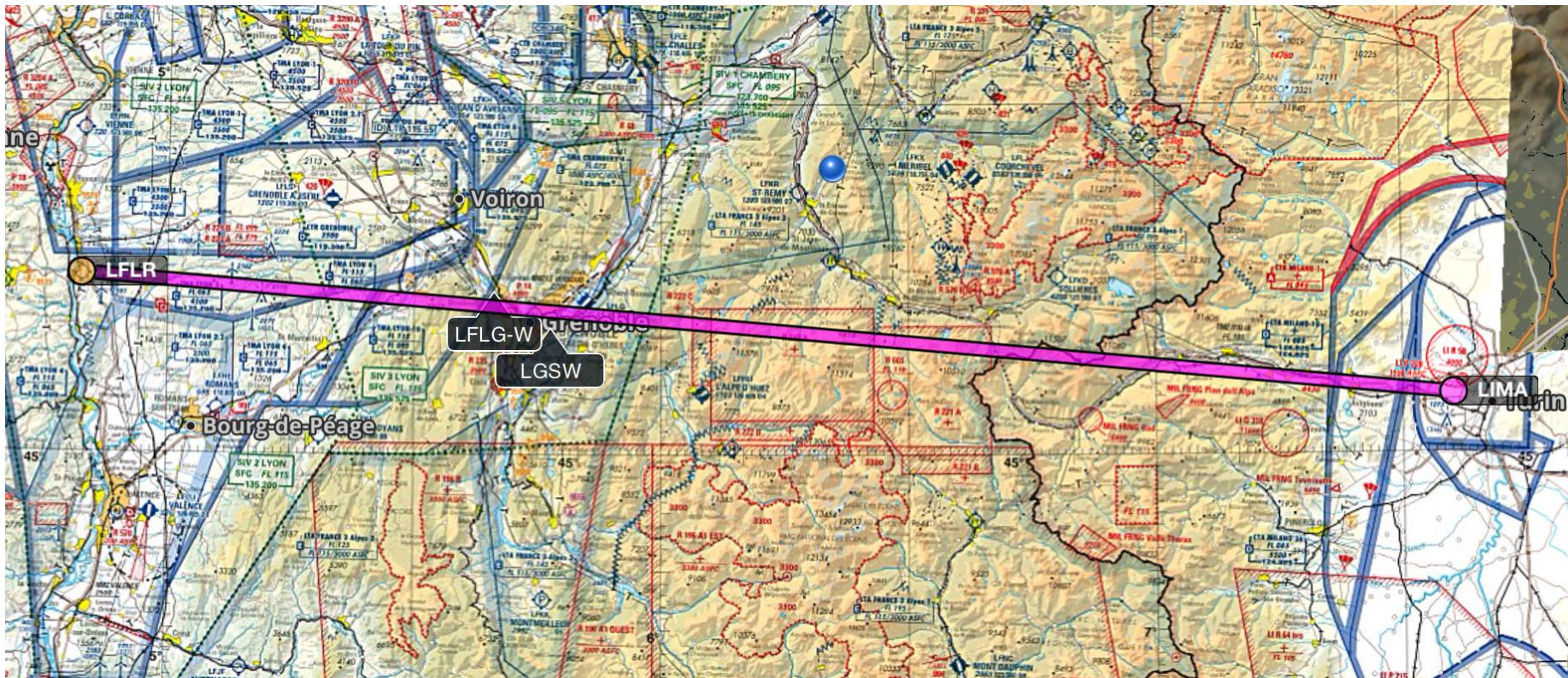
ACD MasterClass Flight Crews



Crew	Names	Call Sign	Type	Departure	Destination	notes
1	Eléonore Guénot	F-AZCC	Pilatus P2	LFLR	LIMA	3/11
	Ulysse Cugat					
2	Antony Barclais	ACD DA42	DA42	LFLG	LSGS	3/11
	Gabriel Faivre					
3	Sam Durand	N7275R	C172 S	LFLB	LFGL	3/11
	Anton Telechev					
4	Marc Alexandre	F-HPRA	DA 62	LFLS	LFML, LEGE	10/11
	Benjamin Leiba					
5	Bernard Bigot	F-HGPC	DR 401	LFLG	LEBB	10/11
	Philippe Brun					
6	Lucas Lebreton	F-GTPT	DR 400	LFLG	LEGE	3/11
	Dragos Dumitriu					
7	Jerome Coudurier	F-GSRE	DR 400	LFLG	LIRJ	10/11
	Marie Baird					

Crew 1: LFLR – LIMA with F-AZCC

Eléonore Guénot , Ulysse Cugat



ATERRISSAGE A VUE

Visual landing

Ouvert à la CAP

Public air traffic

04 SEP 2025

SAINT RAMBERT D'ALBON

AD 2 LFLR ATT 01



ALT AD : 509 (19 hPa)

LAT : 45 15 18 N

LONG : 004 49 29 E

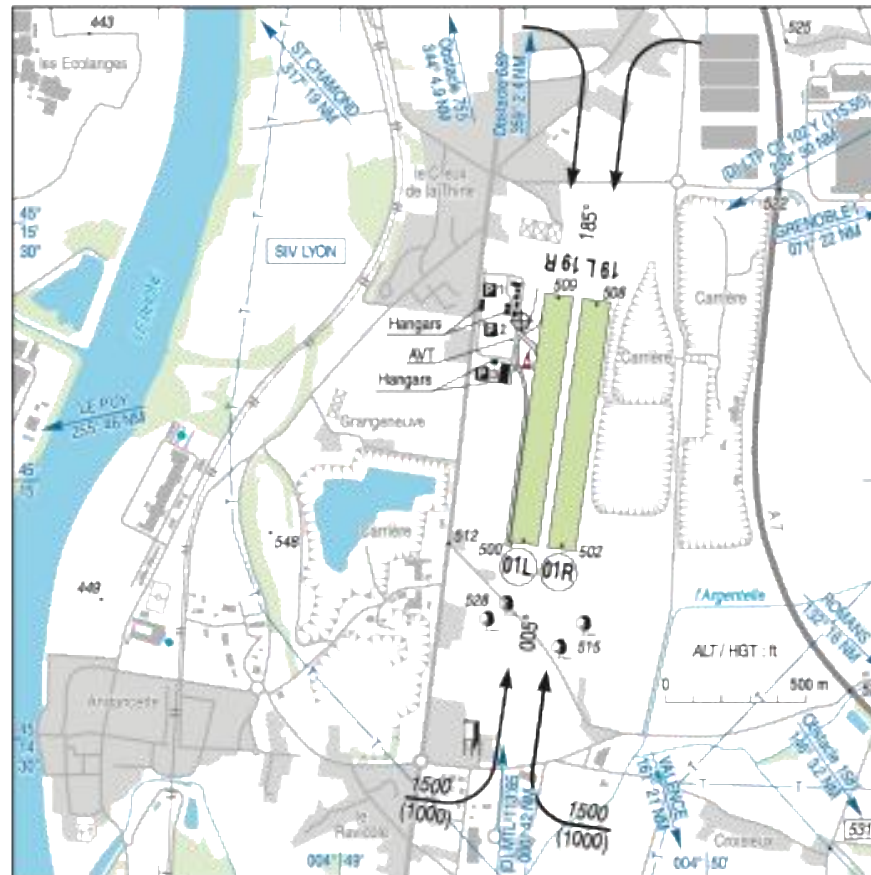
LFLR

VAR : 2°E (2025)

APP : NIL

TWR : NIL

A/A : 119.510



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
01R 19L	005 185	900 x 100	Non revêtue Unpaved	-	900 900	900 900	900 900
01L 19R	005 185	900 x 100	Non revêtue Unpaved	-	900 900	900 900	900 900

Aides lumineuses : NIL

Lighting aids : NIL

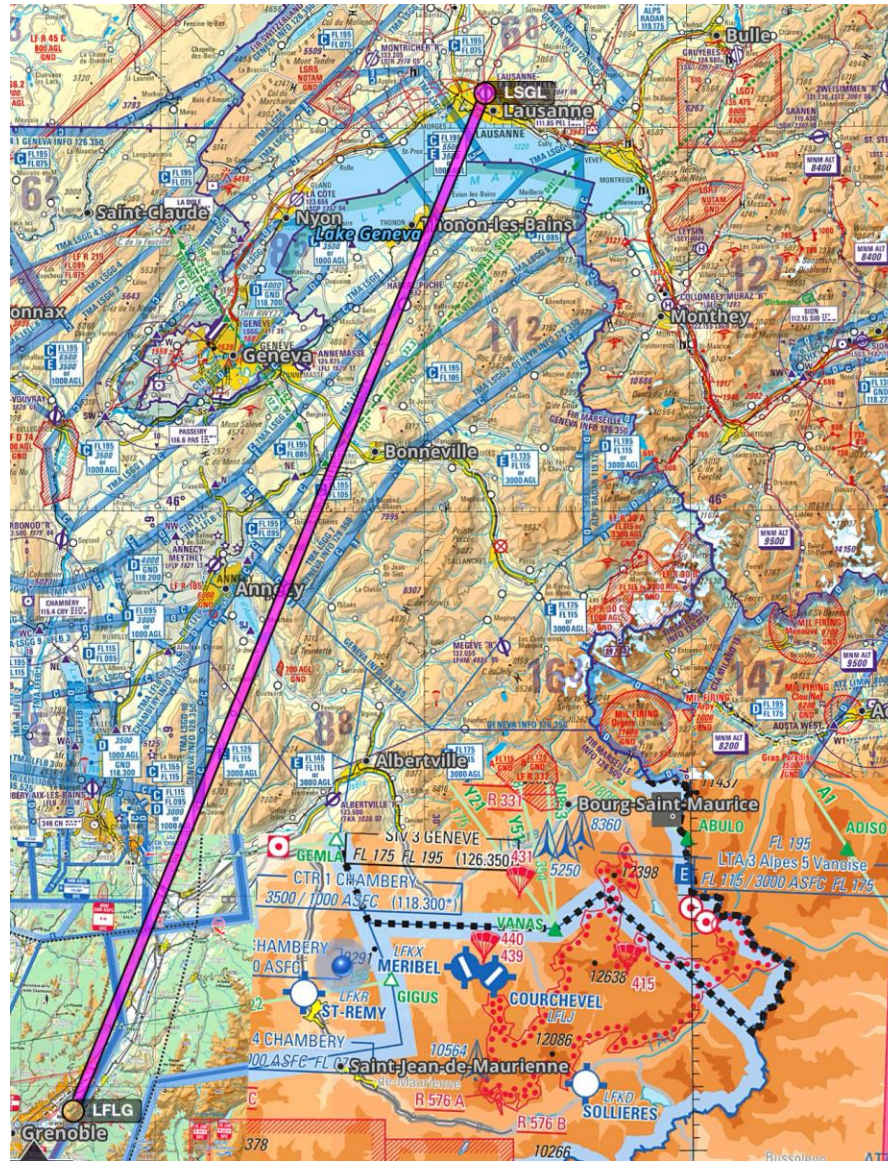
TAXI AND DEPARTURE FROM LFLR

[**Who** you're talking to], [**Who** you are], [**Where** you are], [**What** you want].

- Pilot: Saint Rambert Traffic, Pilatus P2 F-AZCC on the apron for departure to Torino Aeritalia, taxiing to Holding point Runway 01 Right, Saint Rambert.
- Pilot: Saint Rambert Traffic, F-AZCC, holding point runway 01 right, lining up for departure runway 01 right, Saint Rambert
- Pilot: Saint Rambert Traffic, F-AZCC, departing runway 01 right, Saint Rambert
- Pilot: Saint Rambert Traffic, F-AZCC, departing eastbound, climbing 2500 feet, leaving the frequency, Saint Rambert.

Crew 2: LFLG – LSGS with ACD DA42

Antony Barclais, Gabriel Faivre



LFLG – LSGS with ACD DA42 – Departure

APPROCHE A VUE Visual approach

Ouvert à la CAP
Public air traffic
22 FEB 24

GRENOBLE LE VERSOUD
AD 2 LFLG APP 01

	ALT AD : 724 (26 hPa) LAT : 45 13 05 N LONG : 005 50 55 E	LFLG VAR : 2°E (20)
--	--	--------------------------------------

ATIS 125.230 ☎ 04 85 88 10 17

APP : NIL

TWR : 121.000. Absence ATS : A/A (121.000) FR uniquement/only

GND (SOL) : 121.655

Controlled airfield in a Class G airspace

Frequencies: ATIS, GROUND, TWR

RMZ with 2 entry points: NE, SW

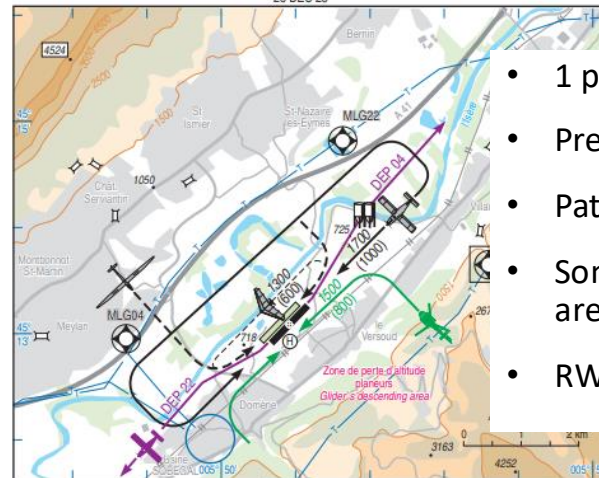
Elevation : 724 ft

Activities: airplanes, helicopters, gliders, ultralights, aerobatics

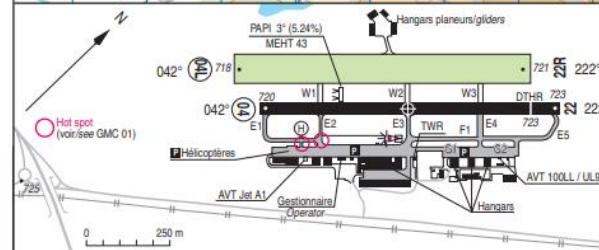
GRENOBLE LE VERSOUD
AD 2 LFLG ATT 01

Ouvert à la CAP
Public air traffic
28 DEC 23

ATERRISSAGE A VUE
Visual landing



- 1 paved and 1 grass runways
- Preferred runway is 04
- Pattern altitude is 1700 ft
- Some noise abatement procedure are in force for take off
- RWY 04 has a PAPI



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
04 22	042 222	900 x 30	Revêtement Paved	6.3 TRSI	900 900	900 900	900 815
04L 22R	042 222	893 x 80	Non revêtement Unpaved	-	893 893	893 893	893 893

Aides lumineuses : NIL

Lighting aids : NIL



AMDT 01/24 CHG : PinS, Hot Spots.

© SIA

Departure script

P: Le Versoud Ground, DA42 ACD, good morning

G : DA42 ACD, Le Versoud Ground, good morning, go ahead

P : ACD, at aeroclub apron, 2 persons on board, with information Delta, request taxi for VFR flight with flight plan to Sion LSGS.

G: ACD, taxi to holding point E1, runway 04, contact tower when ready on 121.0

P : Taxiing to holding point E1 runway 04, will contact tower on 121.0 when ready ACD

P : Le Versoud Tower from DA42 ACD, good morning, at holding point E1, ready for departure.

T : ACD. Le Versoud Tower, line up and wait runway 04.

P : Lining up and waiting runway 04, ACD.

T : ACD, cleared for take off 04, wind 050° 10 knots, report Sierra Whisky

P : ACD, taking off runway 04, will report Sierra Whisky

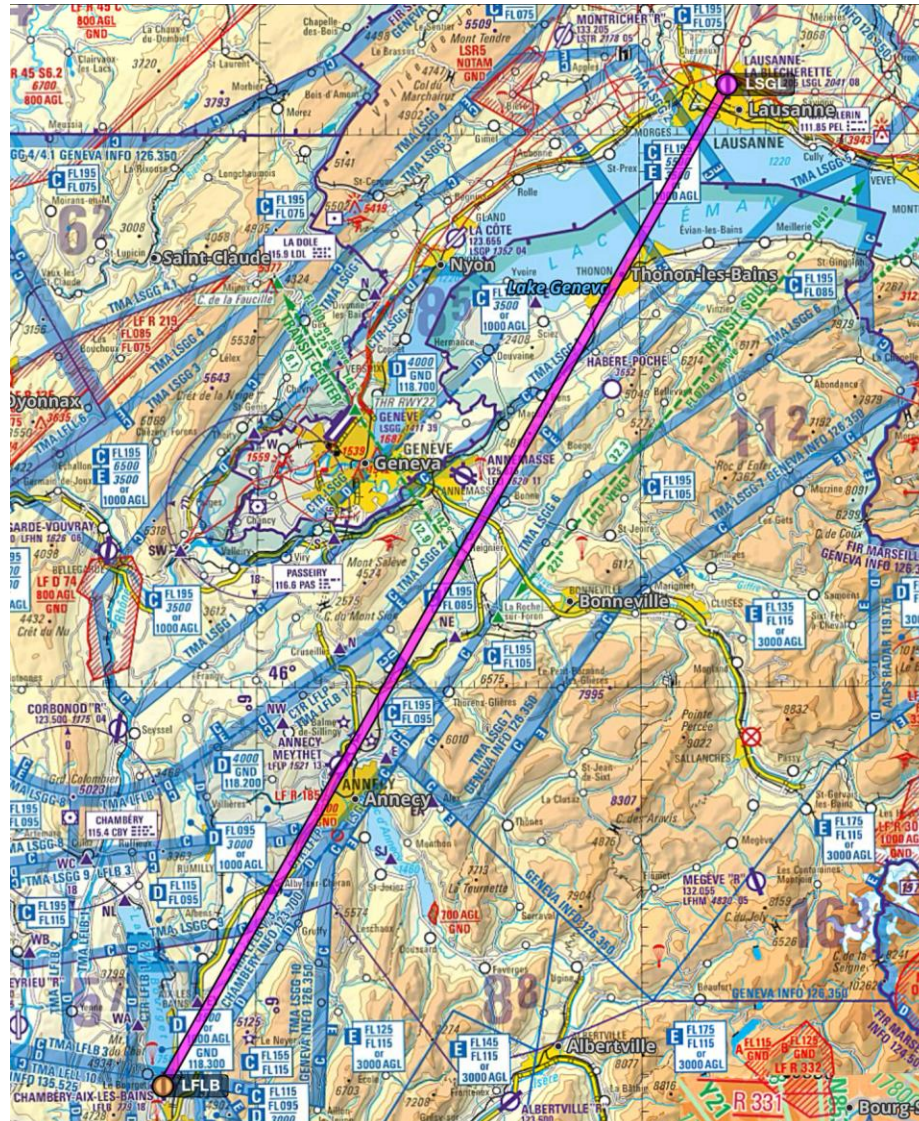
P : ACD, overhead November Echo, 3 000 feet climbing to FL 115.

T: ACD, contact Marseille Information on 124.5

P : ACD, changing to Marseille Information on 124.5, goodbye

Crew 3: LFLB – LSGL with N1725R

Sam Durand, Anton Telechev



Crew #3 - Sam & Anton - Departure from LFLB

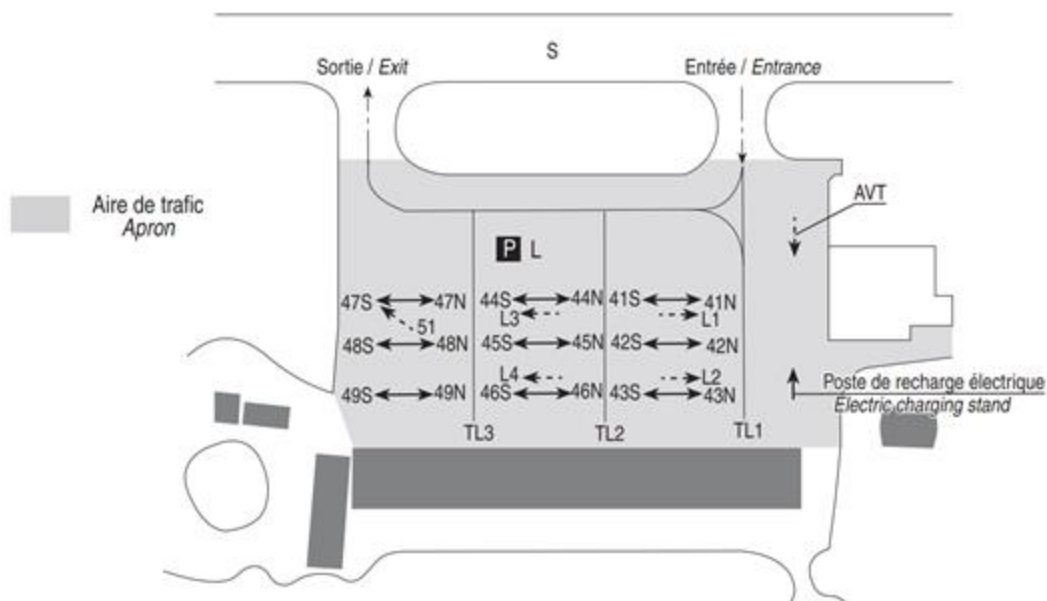


Flight
from Chambéry (LFLB)
to Lausanne (LSGL)

Crew #3 - Sam & Anton - Departure from LFLB

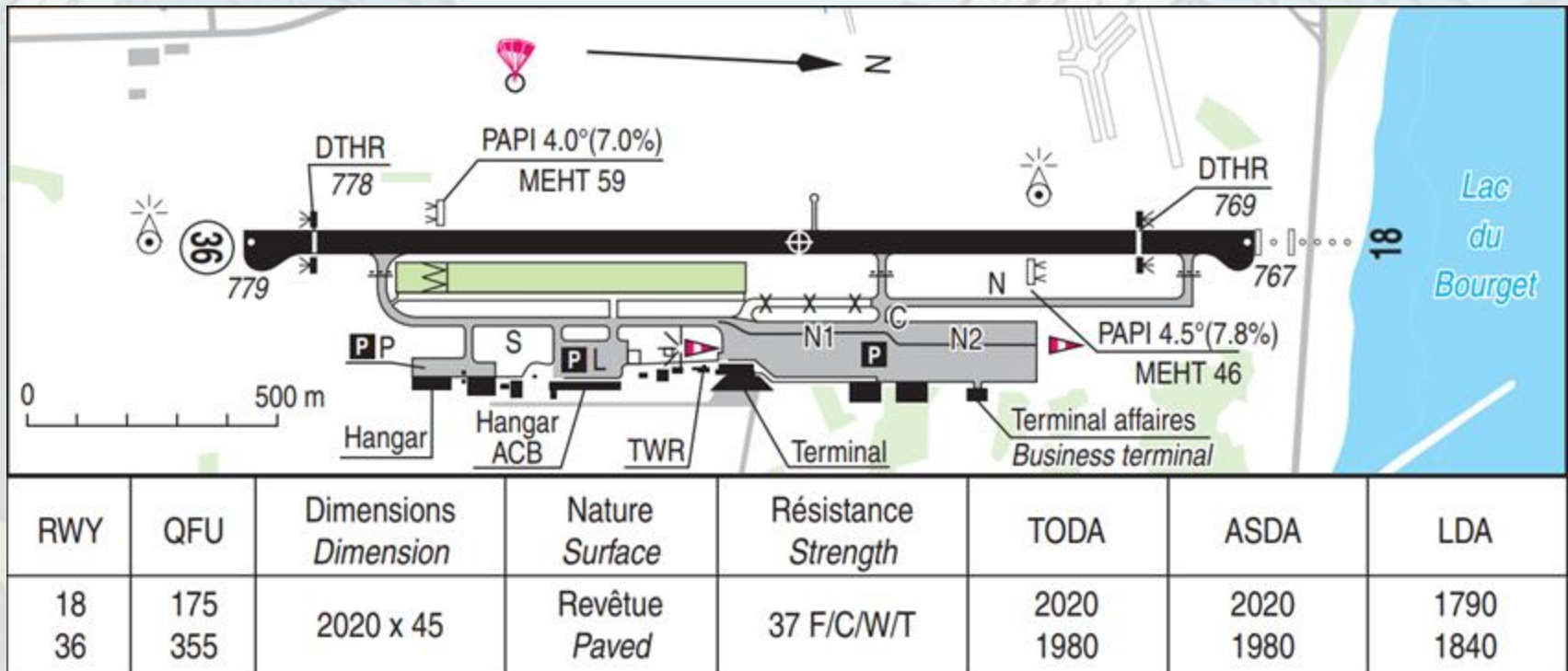
Parking:

PRKG aviation générale L / General aviation PRKG L :

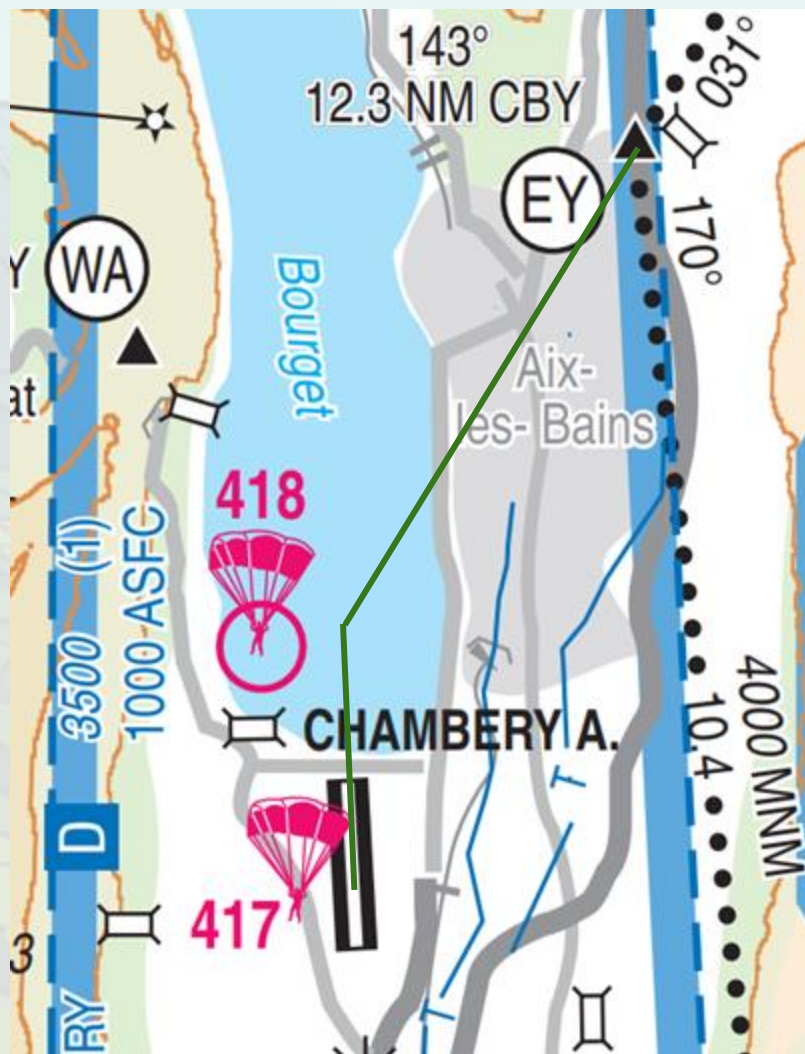


Crew #3 - Sam & Anton - Departure from LFLB

Runways:



Crew #3 - Sam & Anton - Departure from LFLB



Crew #3 - Sam & Anton - Departure from LFLB

Frequencies:

FIS : CHAMBERY Information 123.700

ATIS : 127.100 ☎ 04 85 44 09 66

APP : CHAMBERY Approche / *Approach* 121.205

TWR : 118.300 Absence ATS : **A/A** (123.700) FR seulement/*only*

TWR: apron, holding point, EY

FIS: after EY

Crew #3 - Sam & Anton - Departure from LFLB

0. ATIS:

Chambéry Information Foxtrot, recorded at 14:10UTC, RWY in use 36, wind 010° at 6kt, visibility 10km, few clouds at 4500 ft, temperature 5°, dewpoint 3°, QNH 1023, inform Chambéry on first contact that you have received information Foxtrot

1. On the apron:

Pilot: Chambéry Tower, Cessna N7275R, good day!

ATC: N7275R, Chambéry Tower, good day, pass your message.

Pilot: N7275R, Cessna 172S, 2 POB, at L apron, parking spot 43N, requesting taxi for a VFR flight to Lausanne LSGL, initially via EY, with information F.

ATC: N5R, Squawk 7030, taxi via taxiway S to holding point S runway 36, and report ready for departure.

Pilot: Squawk 7030, taxiing to holding point S via taxiway S, will report ready for departure, N5R.

Crew #3 - Sam & Anton - Departure from LFLB

2. Ready for departure:

Pilot: Chambéry Tower, N5R at holding point S runway 36. Ready for departure.

ATC: N5R, line up runway 36 and wait. (*runway not yet cleared*)

Pilot: Lining up runway 36 and waiting, N5R.
(*runway cleared*)

ATC: N5R, wind 010 at 5kt, cleared for take-off, runway 36. Report passing EY.

Pilot: Departing from runway 36, will report passing EY, N5R.

3. At EY:

Pilot: N5R, EY, 3500 ft, climbing to FL055.

ATC: N5R, contact Chambéry Info on 123.7. Good day!

Pilot: Contacting Chambéry Info on 123.7, good day, N5R.

Crew 4: LFLS – LFML – LEGE with F-HPRA

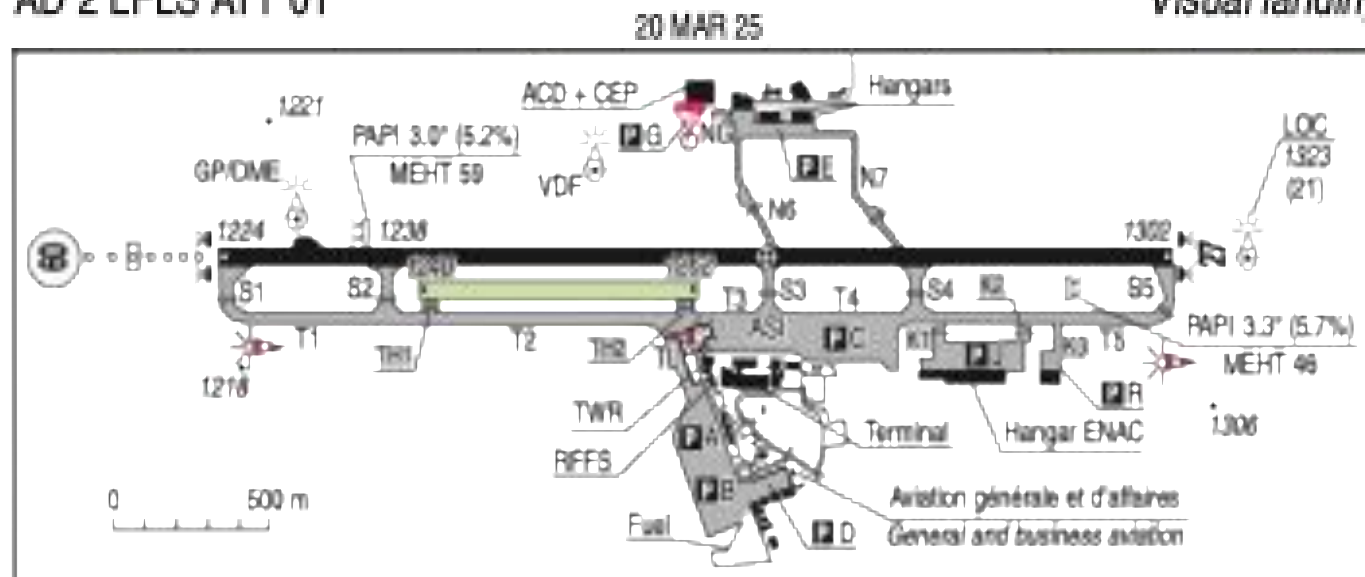
Marc Alexandre, Benjamin Leiba



Departure from LFLS

GRENOBLE ALPES ISERE
AD 2 LFLS ATT 01

ATTERRISSAGE A VUE
Visual landing



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
09 27	088 268	3050 x 45	Revêtue Paved	58 FIA/WT	3050 3050	3050 3050	3050 3050
09R 27L	088 268	900 x 50	Non revêtue Unpaved	-	900 900	900 900	900 900

Aides lumineuses :

HI ligne APCH RWY 08.
HVB1 RWY 08/27.

Wig wag aux points d'attente.
PCL

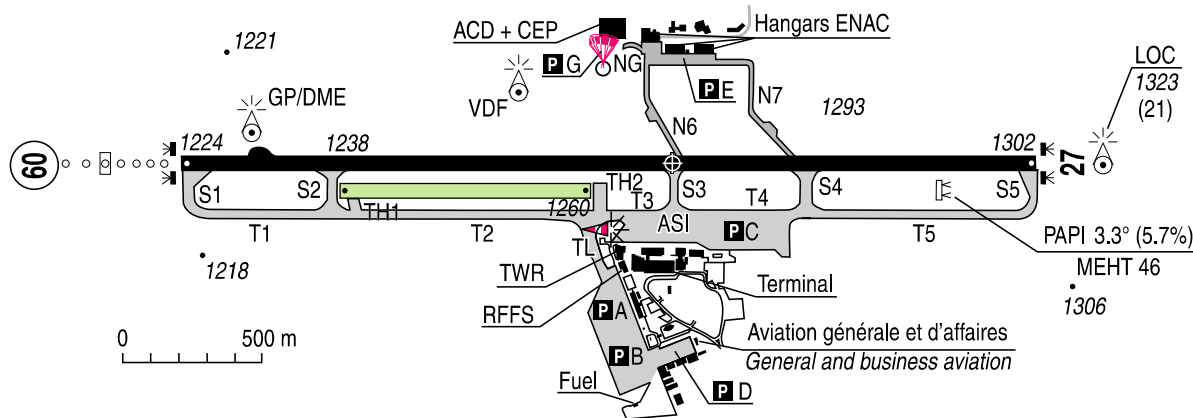
Lighting aids :

LH APCH line RWY 08.
LH/LIL RWY 08/27.

Wig wag at holding points.
PCL

Departure from LFLS

LFLS - Departure from S5 Runway 27



Pilot: Grenoble Ground, F-HPRA. Good Morning

Ground: F-HPRA, Grenoble Ground. Pass your message

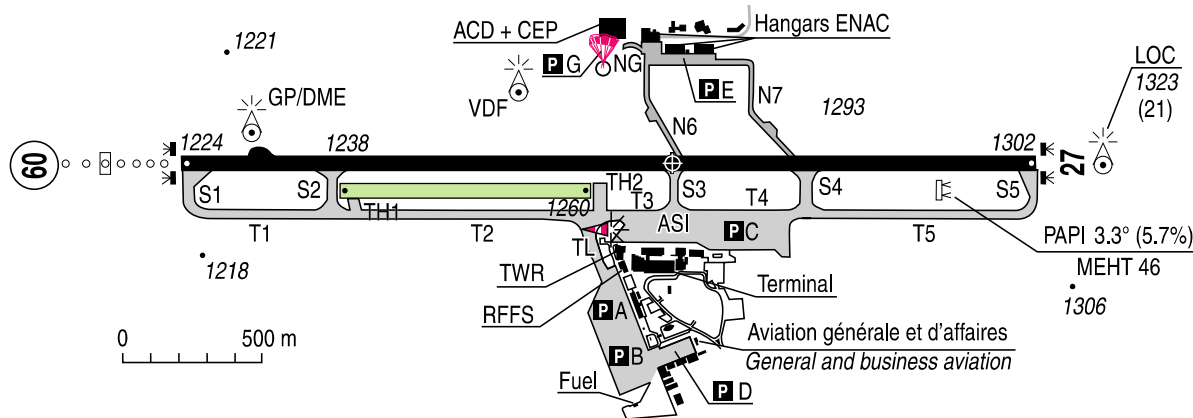
Pilot: Grenoble Ground, F-HPRA is a Diamond DA62 on the E Apron, 2 POB, VFR departure to Marseille Provence via S 3500 feet, request taxi to Holding Point S5 Runway 27 with information India.

Ground: F-RA Taxi to Holding Point N6, Report when ready on this frequency.

Pilot: Taxiing to Holding Point N6, will report ready on this frequency. F-RA

Departure from LFLS

LFLS - Departure from S5 Runway 27



- Pilot: Grenoble Ground, F-RA at Holding point N6 request Cross Runway 27, taxi to holding point S5 runway 27.
- Ground: F-RA, Cross runway 27, Taxi to S5 via S3, T4, T5, Contact Tower when ready on 119.300
- Pilot: Crossing runway 27 Taxi to S5 via Taxiway S3, T4, T5, will Contact Tower when ready on 119.300 F-RA

Departure from LFLS

LFLS - Departure from S5 Runway 27



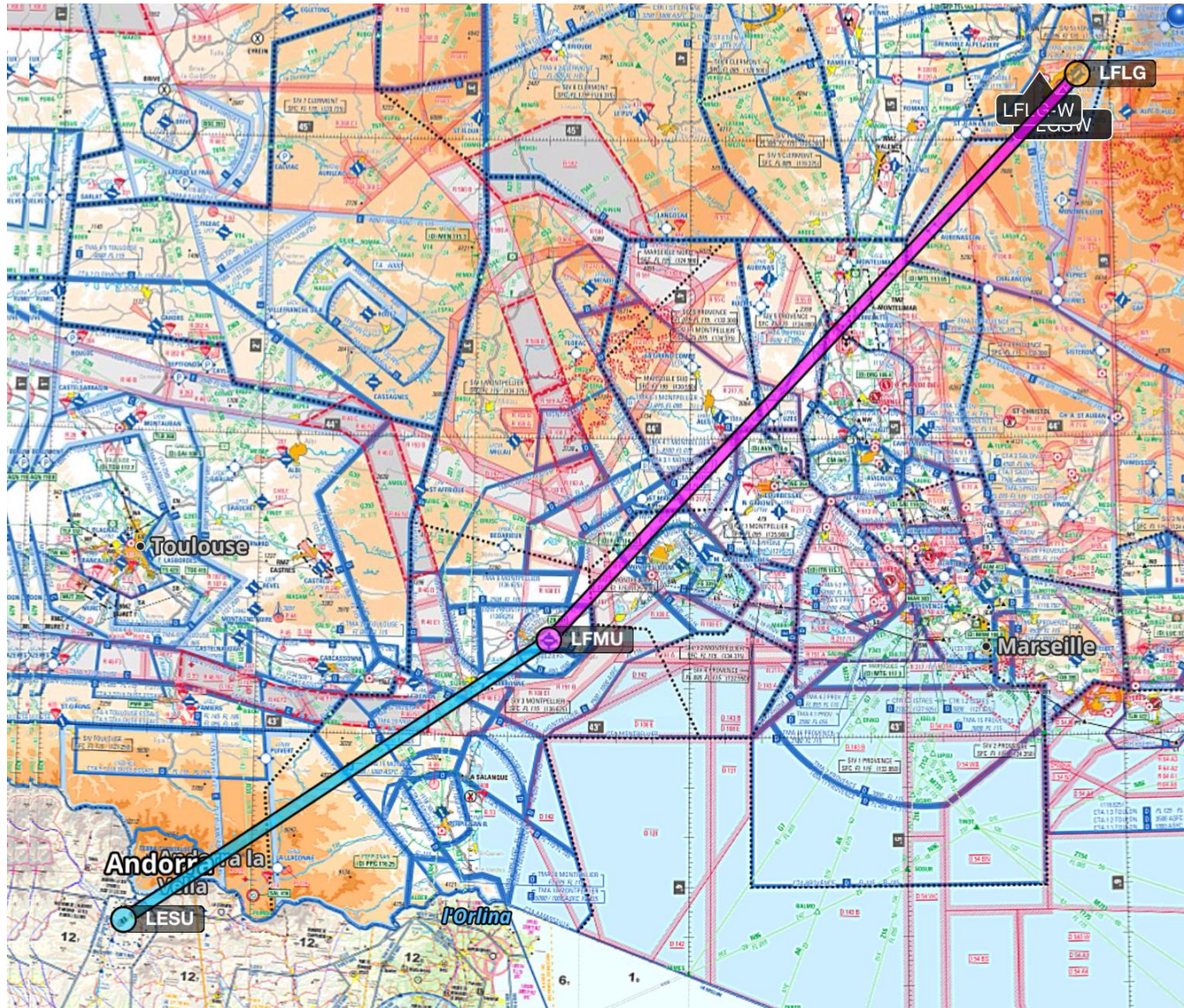
Pilot: Grenoble Tower, F-HPRA Holding short of Runway 27 at S5. Ready for departure.

Tower: F-RA, line up runway 27, Cleared for Takeoff , wind 220 15kts, Report leaving CTR.

Pilot: Departing Runway 27 will report leaving CTR at SE 2500, F-RA

Crew 5: LFLG –LFMU– LESU with F-HGPC

Bernard Bigot and Philippe Brun



Aviation English Master Class 2025



TEAM 5
BRUN-BIGOT

Departure Beziers Vias (LFMU)



Airport information

Elevation 56ft

Radio : ATIS 127.530

TWR 120.175

Absence ATS : A/A (120.175)

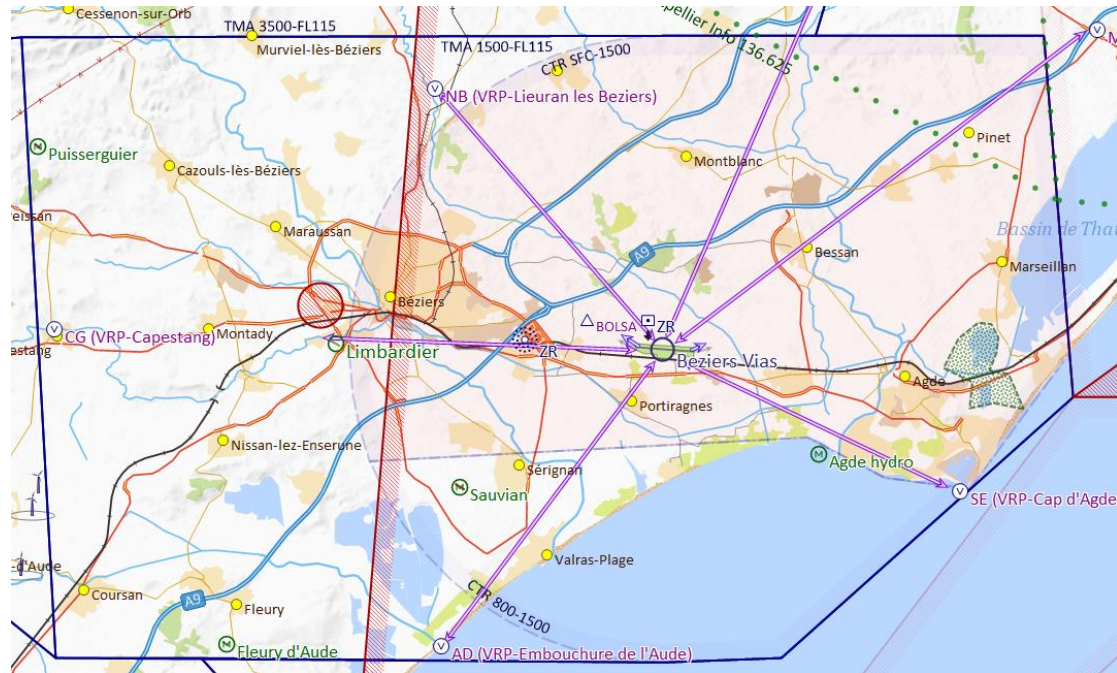
FR only

Users attention is drawn to the RTBA
(not applicable for our southbound
flight)

ATS hours, see VAC

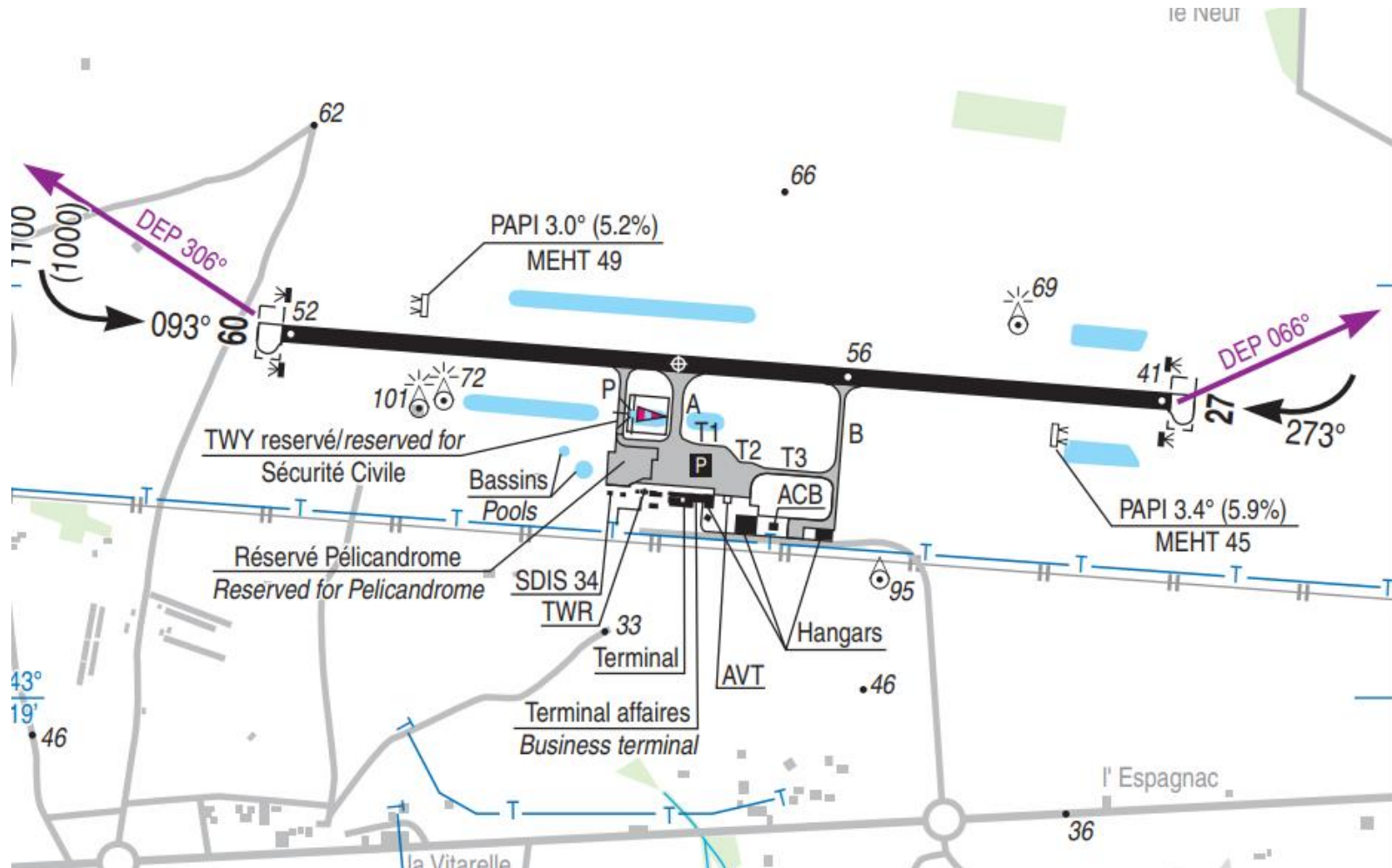
Wildlife strike hazard : See NOTAM

Exit route via AD 1500'



Departure Beziers Vias (LFMU)

Airport information: Runway 09/27 2000mX46m

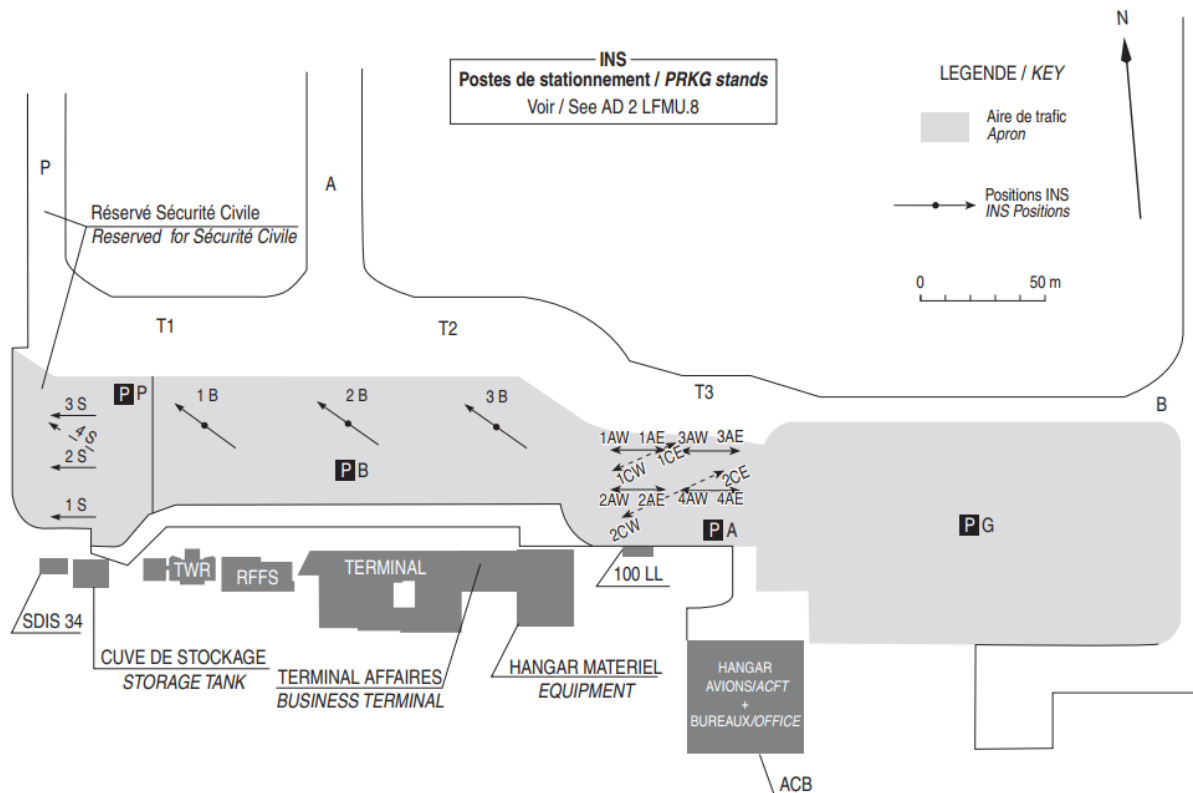


Departure Beziers Vias (LFMU)

Airport information

Apron G for GA Entrance between red and white markers
Exit between yellow markers

Fueling : AVGAS 100LL, JET A-1 (Self service 24 HR AVGAS 100LL available , TOTAL card only)



Departure from Bezier

Pilot: Beziers Tower, ROBIN F-GTPC, Goodday

Tower: F-GTPC, Beziers Tower, Pass your message

Pilot: ROBIN F-GTPC, on Golf Apron, VFR departure to LESU, Request activation of our flight plan, and Taxi instructions for departure, with information Alpha

Tower: F-PC standby.

Tower: F-PC taxi to Holding point Bravo Runway 27 , Flight plan is activated Report when ready

Pilot: Taxiing to Holding point Bravo Runway 27, will report when ready, F-PC

Pilot: Beziers Tower, F-PC Holding point Bravo, Ready for departure on Runway 27.

Tower: F-PC, at Holding point B, Backtrack Runway 27, Cleared for take-off runway 27. Report overhead CG.

Pilot: Backtracking Runway 27 from Holding point B, will depart Runway 27 and will report overhead CG 3000, F-PC

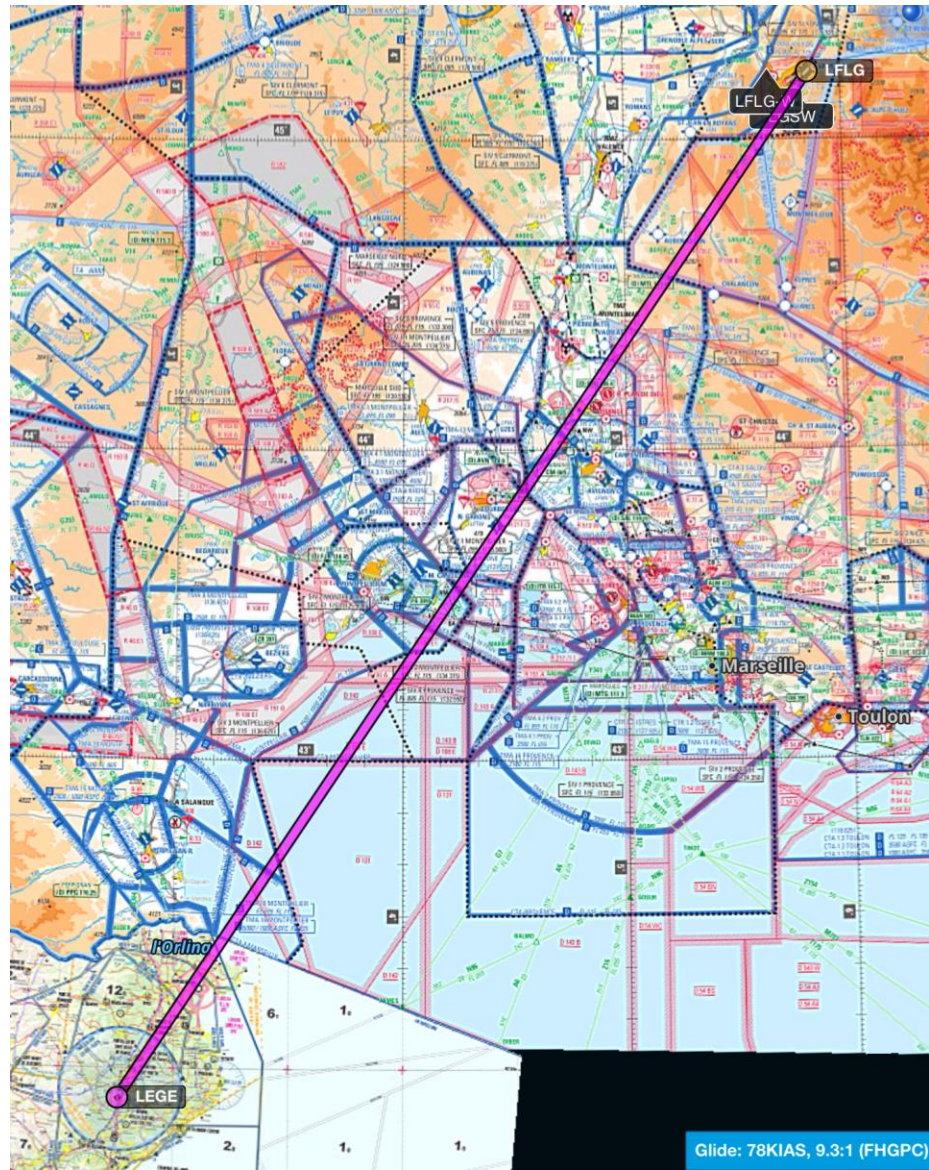
Pilot: F-PC, CG, 3000 climbing FL60

Tower: F-PC contact Montpellier info on 136.625. have a good flight

Pilot: will contact Montpellier info on 136.625. F-PC

Crew 6: LFLG – LEGE with F-GTPT

Dragos Dumitriu, Lucas Lebreton

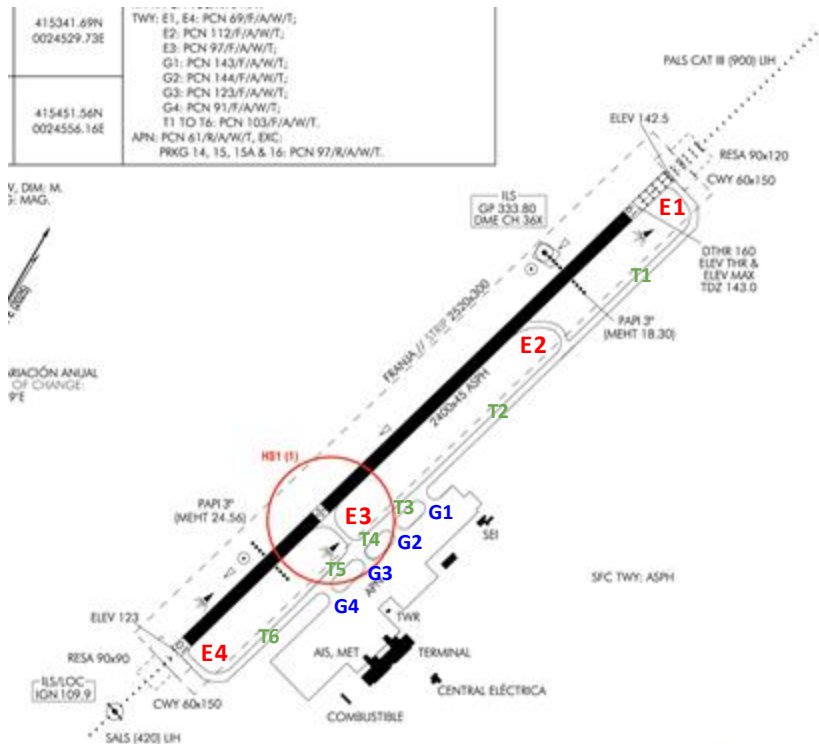


20251124_Session 6 Departure from Girona (LEGE) with F-GTPT

Presented by: Dragos DUMITRIU and Lucas LEBRETON



Departure airfield: Girona (LEGE)



Runways:

01: QFU 014

19: QFU 194

4 runway entry / exit points

Hot spot at entry/exit E3 due to traffic concentration

Important:

No official map showing taxiway labels.
Location of E1-E4, T1-T6, and G1-G4
inferred from textual documents.

ATIS: Good day, this is Information Bravo recorded at 1030 UTC, Runway 01 in use, Wind 010 degrees 5 knots, CAVOK, temperature 22, QNH 1027, inform Girona on initial contact that you have received information Bravo

Pilot: Girona Ground, Robin F-GTPT on stand 14 with information Bravo. Good Morning, request clearance for engine start-up

Ground: Robin F-GTPT, Girona Ground. Good morning. Cleared for engine start-up

Pilot: F-PT starting engine

Pilot: F-PT, with information Bravo, 2 POB, request activation of flight plan to LFLG and taxi for VFR departure via Whiskey to exit toward the North

Ground: F-PT, taxi to E4 via G3, T5, T6, contact TWR when ready on 118.505, squawk 7034

Pilot: taxiing to E4 via G3, T5, T6, will contact TWR when ready on 118.505, Squawk 7034, F-PT

Pilot: Girona TWR, F-PT E4 ready for departure

TWR: F-PT, hold position, traffic on final, will call back

Pilot: Holding position F-PT

TWR: F-PT, behind traffic on final line up and wait runway 01, behind

Pilot: Behind traffic line up and wait runway 01, behind F-PT

TWR: F-PT, Cleared for take off runway 01, wind 010 degrees 5 knots, report at Whiskey

Pilot: Cleared for take off runway 01, will report at Whiskey, F-PT

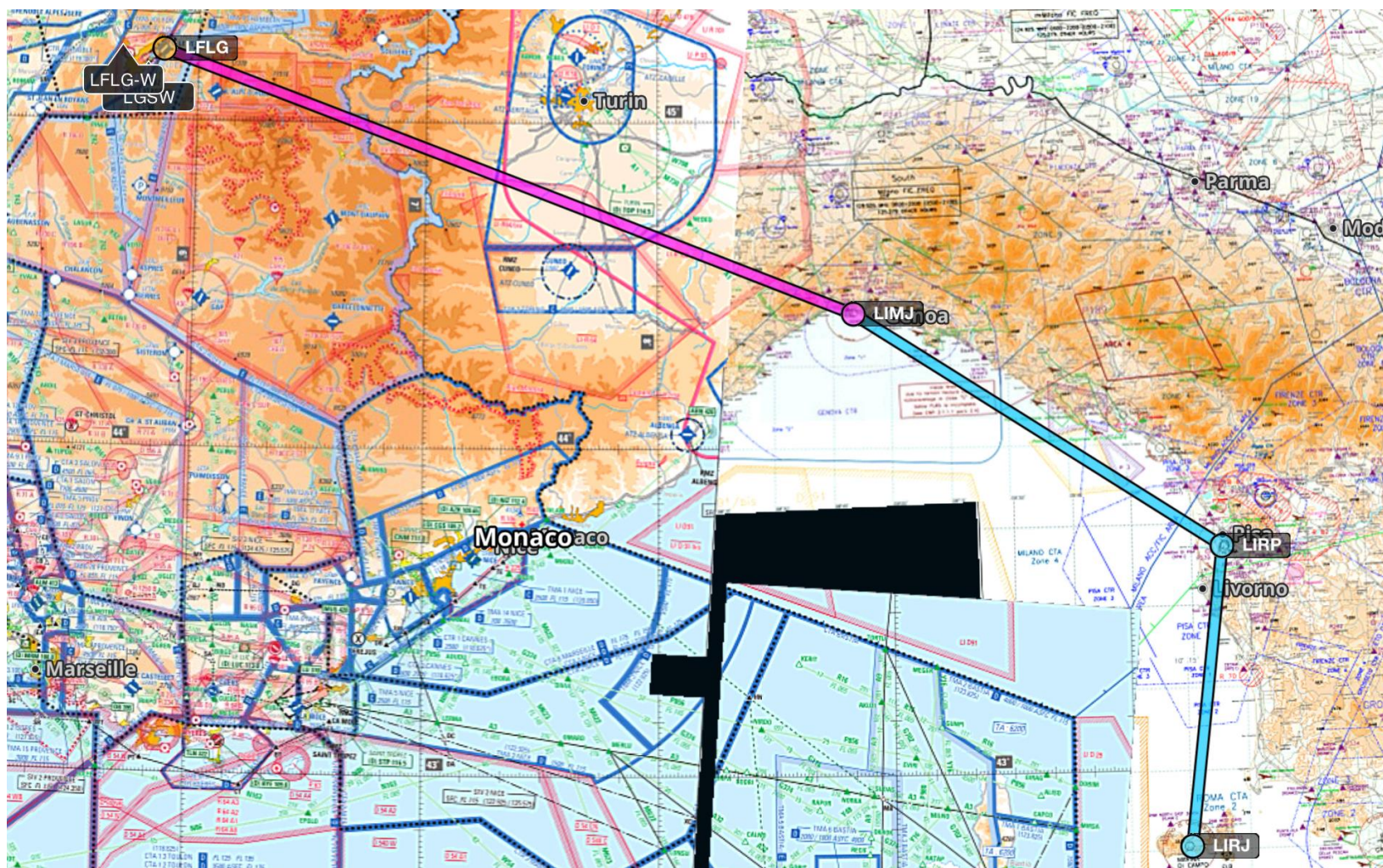
Pilot: F-PT, at Whiskey, 3000 feet QNH, climbing FL60, request to leave frequency

TWR: F-PT squawk VFR and contact Barcelona APP 121.155

Pilot: Squawk VFR, contacting Barcelona APP 121.155, goodbye

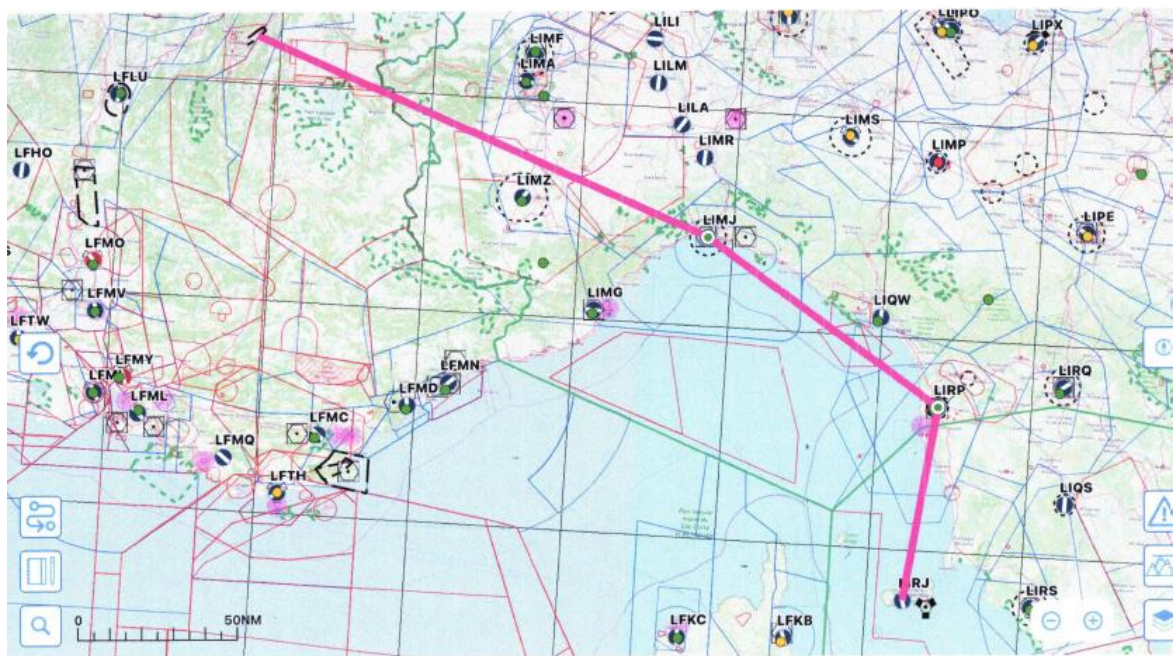
Crew 7: LFLG – LIRJ with F-GSRE

Jérôme Coudurier, Marie Baird



Crew 7 : LFLG – LIRJ with F-GSRE

Jérôme Coudurier, Marie Biard

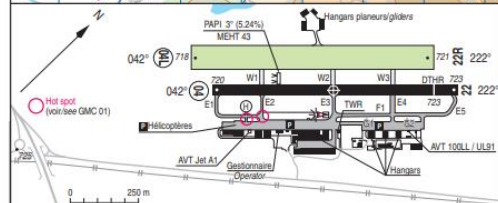
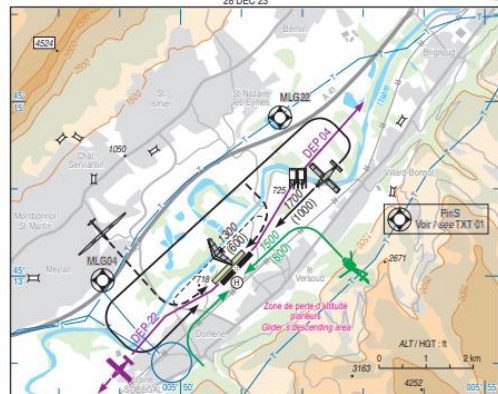


Taxi from LFLG

GRENOBLE LE VERSOUD
AD 2 LFLG ATT 01

Ouvert à la CAP
Public air traffic
28 DEC 23

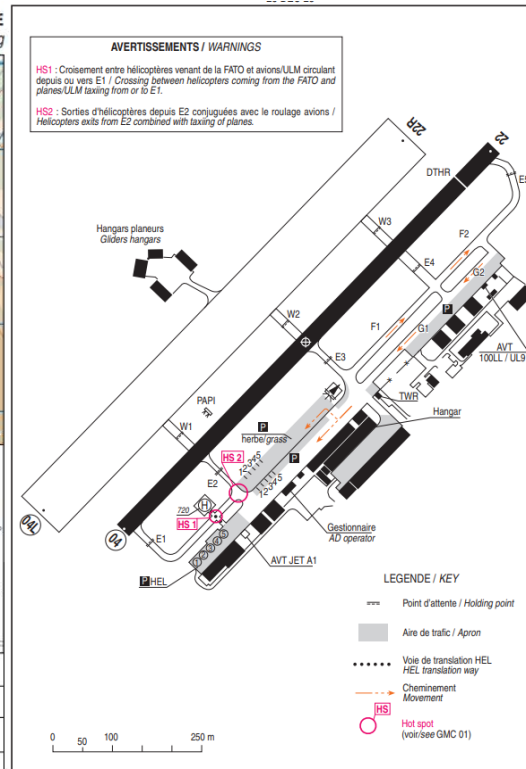
ATERRISSAGE A VUE
Visual landing



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
04	042	900 x 30	Revêtu Paved	6.3 TRSI	900	900	900
22	222	900 x 30	Revêtu Paved	6.3 TRSI	900	900	900
04L	042	893 x 80	Non revêtu Unpaved	-	893	893	893
22R	222	893 x 80	Non revêtu Unpaved	-	893	893	893

Aides lumineuses : NIL

Lighting aids : NIL



Pilot : Le Versoud Ground, F-GSRE, Good Day

Ground : F-GSRE, Le Versoud Ground, pass your message

Pilot : Le Versoud Ground, F-GSRE is a DR400 at the club apron with a VFR flight plan to LIRJ, Request activation of flight plan and taxi to holding point E1 Runway 04.

Ground : F-GSRE, standby

Ground: FGSRE, your flight plan is active, taxi holding point Echo 1 runway 04, QNH 1017, contact tower when ready for departure on 121.0

Pilot : Taxiing to holding point Echo 1, will contact tower when ready for departure on 121.0, F-GSRE

Departure from LFLG

Pilot : Le Versoud Tower, F-GSRE at holding point Echo 1 Runway 04, ready for departure

Tower : F-GSRE, Le Versoud Tower, line up Runway 04, cleared for take-off Runway 04, wind calm, report at NE

Pilot : Lining and taking off on Runway 04, will report at NE , F-GSRE

Pilot : F-GSRE, NE, 3500 ft, climbing FL095

Tower : F-GSRE, leave frequency. Have a good flight.

Pilot : Leaving frequency, good day, F-GSRE

Session Planning (*aspirational*)



- 20 October The FCL055 Rating, Course structure, Presentation of Participants, Information Resources, Sample Practice Flight
- 27 October Form Flight Crews, ATC Overview, Numbers, ATIS Structure, Sample Flight Briefing.
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- 15 December Enroute and Arrival, Flight Plans, Sample Enroute scripts
- 22 December Practice Enroute and Arrival Scripts
- 29 December Practice Enroute and Arrival Scripts, Inflight Emergencies,
- 05 January Inflight Emergencies, FCL 055 VFR test preparation.
- (22 and 29 December sessions may be rescheduled to early January).